

Exhibit P

MULTIMODAL TRANSPORT DOCUMENT

ALCOBAN METALS LIMITED
24/25 HEAVY INDUSTRIAL AREA
JODHPUR - 342003 (INDIA)

Bill of lading (or order)

TO ORDER

- (1) SHE MARITIME SERVICES LTD.
2, TOWN QUAY WHARF, ABBEY ROAD,
BARKING, ESSEX, IG11 7AZ, U.K.
(2) M/S SALEM TUBE INTERNATIONAL LTD
UNIT 112 1B, CHURCH STREET INDUSTRIAL ESTATE,
HAYDON BRIDGE, HEXHAM,
NORTHUMBERLAND NE17 6TG, U.K.

Date of acceptance

Name of receiver

Date of Period of delivery

WEST MIDLANDS
MIDLANDS LINE RAIL
RAIL MOUTH

Container No(s).
Marks and numbersNumber of packages, kinds of packages, material
desc/pict of goods.

Gross Weight

Measurement

SHIPPING MARKS

COPPER ALLOYS

TUBES

ALBRONZETUBES

W/BOX NOS:

W-9632

TO

W-9643

FREIGHT PREPAID

FOR DELIVERY PLEASE

APPLY TO

DENHOLM SHIPPING SERVICES LIMITED

LANGER ROAD

DIXSTOWE SUFFOLK IP11 6EA.

TEL:01394-276026, FAX:01394-271131

TLX:987912 DENFLX G

PIC MR BRYAN KING.

7 WOODEN BOXES
(SEVEN WOODEN BOXES ONLY)COPPER ALLOYS TUBES
(AL BRONZETUBES)

INVOICE NO:AML/EXP/2001-2002/154 DT.19.01.2002

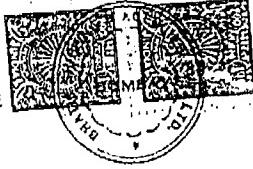
SB.NO.:5200043 DT.26.1.2002

"CARRIER/LINE NOT RESPONSIBLE FOR
RUST OR ATMOSPHERIC OXIDATION".

"QUALITY UNKNOWN CARRIER/LINE NOT RESPONSIBLE

DESTINATION TWO AND ALL OTHER LOCAL
CHARGES AT DESTINATION ACCOUNT CONSIGNEE

GR.WT.:
22800.000 KGS
NT.WT.:
20463.550 KGS



Particulars above furnished by consignee/consignor

Place and date of issue

MUMBAI
2 FEB 2002

Number of Original B/L/MTD(s)

(3) THREE

SHIPPED ON BOARD

For BHATIA SHIPPING & AGENCIES PVT. LTD.

As Carrier

Weight and measurements of container not to be included.
(TERMS OF TRADE ON BACK HERE OF)

Exhibit 4'

MULTIMODAL TRANSPORT DOCUMENT

FIRST ORIGINAL

ORIGINAL

Consignor ALCOBEX METALS LTD
24/25, HEAVY INDUSTRIAL AREA
JODHPUR - 342003 (INDIA).

Consignee (or order)

TO ORDER

Notify address:
 (1) S.H.E. MARITIME SERVICES LTD
2, TOWN QUAY WHARF, ABBEY ROAD,
BARKING, ESSEX IG11 7BZ, U.K.
 (2) M/S SALEM TUBE INTERNATIONAL LTD
UNIT 112 1B, CHURCH STREET INDUSTRIAL ESTATE,
HAYDON BRIDGE, HEXHAM,
NORTHUMBERLAND NE47 6XG, U.K.

Place of acceptance Date of acceptance
MUMBAI

Place of delivery Date of Period of delivery
AFFORD U.K. VIA
AVON MOUTH

Modes / means of transport
BY SEA
PERSEY-

BLU/MTD Number
BOM/STF/048

Regd. No. MTO / DGS / 16 / 93

Taken in charge in apparently good condition herein at the place of receipt for transport and delivery as mentioned above, unless otherwise stated. The MTO in accordance with the provisions contained in the MTD undertakes to perform or to procure the performance of the multimodal transport from the place at which the goods are taken in charge, to the place designated for delivery and assumes responsibility for such transport.

One of the MTD(s) must be surrendered, duly endorsed in exchange for the goods. In witness whereof the original MTD all of this honor and date have been signed in the number indicated below one of which being accomplished the other(s) to be void.

Container No(s). Marks and numbers Number of packages, kinds of packages, general description of goods.

Gross Weight Measurement

SHIPPING MARKS:
COPPER ALLOYS
TUBES
(AL.BRONZETUBES)
W/BOX NO:
W-9649

GR.WT.
3000.000 KGS

INVOICE NO:AMLI/EX#2001-2002/154 DT.19.01.2002

NT.WT.
2712.500 KGS

SB.NO.:S200043 DT.28.1.2002

"CARRIER/LINE NOT RESPONSIBLE FOR
RUST OR ATMOSPHERIC OXIDATION".
"QUALITY UNKNOWN CARRIER/LINE NOT RESPONSIBLE".
DESTINATION THC AND ALL OTHER LOCAL
CHARGES AT DESTINATION ACCOUNT CONSIGNEE



FREIGHT PREPAID

FOR DELIVERY PLEASE

APPLY TO:

DENHOLM SHIPPING SERVICES LIMITED

56 CANGER ROAD

FELIXSTOWE SUFFOLK IP11 8EA

TEL:01394-276026, FAX:01394-271131

TLX:987912 DENFLX G

PIC MR BRYAN KING.

Particulars above furnished by consignee/consignor

Freight amount Freight payable at

MUMBAI

Number of Original BLU/MTD (s)

(3) THREE

Place and date of issue

MUMBAI

- 2 FEB 2002

FREIGHT AS ARRANGED.

SHIPPED ON BOARD

- 2 FEB 2002

Other Particulars (if any)

Weight and measurement of cargo not to be included
(TERMS CONTRACTED ON BACK HERE OF)

For BHATIA SHIPPING & AGENCIES PVT. LTD.

[Signature]

As Carrier

Standard Conditions governing Multimodal Transport Documents issued in accordance with Multimodal Transportation of Goods Act, 1993.

Definitions :

- a. **Carrier** means a person who is engaged in the business of transporting goods by road, rail, inland waterways or sea;
- b. **Consignee** means the person named as consignee in the multimodal transport contract;
- c. **Consignor** means the goods entrusted to a multimodal transport operator for multimodal transportation;
- d. **Consignor** means the person named in the multimodal transport contract as consignor, by whom or on whose behalf the goods, covered by such contract and entrusted to a multimodal transport operator for multimodal transportation;
- e. **Delivery** means the handing over of the goods to the consignee or to another person, by the consignor or by the multimodal transport operator, in the case of a negotiable multimodal transport document, delivering the consignment to, or placing the consignment at the disposal of the consignee or any person authorized by the consignor to accept delivery of the consignment on his behalf;
- f. **Endorsement** means the signing by the consignee or the endorsee after adding a signature on a negotiable multimodal transport document to pass the property of the goods mentioned in such document to a specified person;
- g. **Goods** includes - (i) containers, pallets or similar articles of transport used to transport goods; and (ii) animals;
- h. **Mode of transport** means carriage of goods by road, rail, inland waterways or sea;
- i. **Multimodal transportation** means carriage of goods by two or more modes of transport from the place of acceptance of the goods in India to a place of delivery of the goods outside India;
- j. **Multimodal transport contract** means a contract entered into by the consignor and the multimodal transport operator for multimodal transportation;
- k. **Multimodal transport operator** means any person who, in concludes a multimodal transport contract on his own behalf or not as an agent either of the consignor or of the carrier participating in the multimodal transportation, and who assumes responsibility for the performance of the said contract and (ii) is registered under sub section (3) of section 4 of the Act;
- l. **Negotiable multimodal transport document** means a multimodal transport document which is - (i) made out to order or to bearer, or (ii) made out to order and is transferable by endorsement, or (iii) made out to bearer and is transferable without endorsement;
- m. **Non-negotiable multimodal transport document** means a multimodal transport document which indicates only one named consignee;

Application

The provision set out and referred to in this Multimodal Transport Document shall apply, if the transport as described on the face of the document is by two or more modes of transport from the place of acceptance of the goods in India to a place of delivery of the goods outside India.

Effect of issuance of Multimodal Transport Document

1. The issuance of the Multimodal Transport Document confers and imposes on all parties having or acquiring hereunder an interest in the rights/obligations and defence set out in the conditions mentioned in the document;
2. By the issuance of the Multimodal Transport Document, the Multimodal Transport Operator:

(i) undertakes to perform and/or in his own name to procure performance of the multimodal transport including all services which are necessary to such transport from the time of taking the goods in charge to the time of delivery, and accepts liability for such transport and such services to the extent set out in these conditions;

(ii) acts as agent for the consignor by the means and permissions of his agents or servants, when such agents or servants are acting within their scope of their employment, as if such acts and permissions were own;

accepts responsibility for the acts and omissions on any other person whose services he uses for the performance of the contract evidenced by this multimodal transport document;

(iii) undertakes to perform or to procure performance of all acts necessary to ensure delivery;

assumes liability to the extent set out in these conditions of loss or damage to the goods occurring between the time of taking them into his charge and the time of delivery, and undertakes to pay compensation as set out in these conditions in respect of such losses or damage;

reserves liability to the extent set out in these conditions for delay in delivery of the goods and undertakes to pay compensation as set out in these conditions.

Voluntarily and Title to the Goods

On issuing the multimodal transport document the consignor and his transferees agree with the multimodal transport operator that, unless it is marked "non-negotiable", they constitute the title to the goods and the holder by endorsement of the multimodal transport document, shall be entitled to receive or to transfer the goods mentioned in this Multimodal Transport Document.

Reservations

If the Multimodal transport document contains particulars concerning the general nature, weight marks, number of packages or pieces, weight or quantity of the goods which the multimodal transport operator or a person acting on his behalf knows, or has reasonable grounds to suspect, do not accurately represent the goods actually taken in charge, or do not use reasonable means of checking such particulars, the multimodal transport operator or a person acting on his behalf shall insert in the multimodal transport document a declaration specifying these inaccuracies, grounds of suspicion, or the absence of reasonable means of checking. If the multimodal transport operator or a person acting on his behalf fails to note on the multimodal transport document the apparent omission of the goods, he is deemed to have noted on the multimodal transport document that the goods are in apparent good condition.

Effect of the Multimodal Transport Document

1. The Multimodal Transport Document shall be prima facie evidence of the taking in charge by the multimodal transport operator of the goods as described therein; and

2. Proof to the contrary by the multimodal transport operator shall not be admissible;

3. The multimodal transport document is issued in negotiable form and has been transferred to a third party, including a consignee, who has acted in good faith in reliance on the description of goods therein;

granted by the consignor.

The consignor shall be deemed to have guaranteed to the multimodal transport operator the accuracy at the time the goods were taken in charge by the multimodal transport operator of particulars relating to the general nature of the goods, their marks, number, weight and quantity and if applicable, to the dangerous character of the goods, as furnished by him in insertion in the multimodal transport document.

The consignor shall indemnify the multimodal transport operator against loss resulting from inaccuracies or inadequacies of the particulars. The consignor shall remain liable even if the multimodal transport document has been transferred by him to the right of the multimodal transport operator to such indemnity shall in no way limit his liability under the multimodal transport contract to any person other than the consignor.

Dangerous goods

1. The consignor shall mark or label dangerous goods in a suitable manner as "dangerous goods".

2. Where the consignor hands over dangerous goods to the multimodal transport operator or any person acting on his behalf, the consignor shall inform him of the dangerous character of the goods and, if necessary, the precautions to be taken. If the consignor fails to do so and the multimodal transport operator does not otherwise have knowledge of their dangerous character than:

- a. the consignor shall be liable to the multimodal transport operator for all loss resulting from the shipment of such goods; and
- b. the goods may at any time be unloaded, destroyed or rendered innocuous, as the circumstances may require, without payment of compensation.

3. The above provisions may not be invoked by any person if during the multimodal transport he has taken the goods in his charge with knowledge of their dangerous character.

4. In cases where the provisions (2) (b) referred to above do not apply or may not be invoked, dangerous goods become an actual danger to life or property, they may be unloaded, destroyed or rendered innocuous, as the circumstances may require without payment of compensation, provided that, an obligation to contribute in general average, as well as the other obligations of the consignor, will not affect the provisions of these conditions.

Period of responsibility

5. The multimodal transport operator's period of responsibility for the goods covers the period from the time of taking the goods in charge until the time of delivery. For the purpose of this period of responsibility, the multimodal transport operator is deemed to be in charge of the goods:

 - a. from the time the goods are handed over to the consignee or to a person, to whom pursuant to law or regulation, or agreement, the charge of taking charge of the goods must be handed over to the consignee;
 - b. until the time the goods are handed over to the consignee or to a person, to whom pursuant to law or regulation, or agreement, the charge of taking over the goods to an authority or other person, when pursuant to law or regulation applicable at the place of delivery, the person to be handed over;

Reference to the multimodal transport contract

6. Reference to the multimodal transport contract, in these conditions, include his servants or agents, or any other person, to whom he makes use of for performance of the multimodal transport contract, and reference to the consignee or to consignor shall include their respective agents.

Basis of liability

7. The multimodal transport operator shall be liable for losses resulting from acts of or damage to the goods, held in delivery and any consequential loss or damage arising from such delay at the occurrence which causes such loss, damage or delay in delivery, that part which the goods were delayed or damaged, unless the multimodal transport operator proves that he, his servants or agents or any other person whose services he uses for the performance of the contract evidenced by the Multimodal Transport Document, took all measures that could reasonably be required to avoid the occurrence and its consequences;

(2) Where fault or neglect on the part of the multimodal transport operator, his servants or agents or any other person whose services he uses for the performance of the contract evidenced by this Multimodal Transport Document, communes with another cause to produce loss or damage or delay in delivery, the multimodal transport operator shall be liable only to the extent that the loss, damage or delay in delivery is attributable to such fault or neglect, provided that the multimodal transport operator proves the part of the loss damage or delay in delivery not attributable thereto;

(3) Delays in delivery occurs when the goods can not be delivered within the time expressly agreed upon or in the absence of such agreement, within reasonable time required by a different Multimodal Transport Operator, having regard to the Circumstances of the case to effect the delivery of the goods;

(4) If the goods have not been delivered within reasonable time, within five days following the date of delivery expressly agreed upon, the claimant may treat the goods as lost;

Liability for loss or damage when the stage of transport where the loss or damage occurred is not known

8. When the multimodal transport operator is unable to give compensation in respect of loss or damage to the goods occurring between the time of taking them into his charge and the time of delivery and the stage of transport where such loss or damage occurred is unknown, the liability of the multimodal transport operator, where the loss or damage occurred is not known, shall be limited to the value of such goods, as per the current commodity exchange price or, if there is no commodity exchange price, the current market price, by reference to the normal value of goods at the time and place;

However, the multimodal transport operator shall not be liable for an amount greater than the actual loss to the plaintiff entitling him to file the claim;

(2) When a multimodal transport operator, however, is unable to give any loss of or damage to, any consignor, the nature and value where the goods have not been delivered by the consignee before the time of delivery, and the stage of transport where the loss or damage occurred is not known, the liability of the multimodal transport operator and the stage of transport where the loss or damage occurred is not known, shall be limited to the liability of the multimodal transport operator to pay compensation shall not exceed two Special Drawing Rights per kilogram of the gross weight of the consignment lost or damaged, plus one-half Special Drawing Rights per package or unit lost or damaged, whenever applicable;

(3) Notwithstanding anything contained above, if the multimodal transportation does not, according to the multimodal transport contract, entail the carriage of goods by sea or by inland waterways, the liability of the multimodal transport operator shall be limited to an amount not exceeding 8.33 Special Drawing Rights per kilogram of the gross weight of the goods lost or damaged;

Liability for loss or damage when the stage of transport where the loss or damage occurred is known

9. When the multimodal transport operator is unable to give compensation in respect of loss or damage to the goods occurring between the time of taking them into his charge and the time of delivery and the stage of transport where such loss or damage occurred is known, the liability of the multimodal transport operator in respect of such loss or damage shall be determined by the provisions of the Law referred to Condition 1 above, unless it can be determined as though the multimodal transport operator was in charge of the goods in such law. However, the multimodal transport operator shall not be liable for an amount greater than the loss or damage is caused or contributed to by the negligence of the multimodal transport operator in his capacity as such, or his servants or agents, when acting in such capacity and not in the performance of his charge;

Defence and limits for the multimodal transport operator and his servants

10. The defence and limits of liability provided for in the multimodal transport document shall apply in action against the multimodal transport operator in respect of loss or damage to the goods, held in delivery and any consequential loss or damage arising from loss of or damage to goods in transit or delivery;

(2) If any action in respect of loss or damage resulting from delay in delivery or from delay in delivery or brought against the servant or agent of the multimodal transport operator, if such servant or agent proves that he was within the scope of his employment, or against any other person or whom services he makes use for the performance of the multimodal transport contract, if such other person proves that he acted within the performance of the contract, the servant or agent or such other persons shall be entitled to avail himself of the defences and limits of liability which the multimodal transport operator is entitled to assert under this multimodal transport document;

3. Except as provided for liability for delay, as mentioned below, the aggregate of the amounts recoverable from the multimodal transport operator and from a servant or agent or any other person of whose services he makes use for the performance of the multimodal transport contract shall not exceed the limits of liability provided for in the multimodal transport document;

Liability for delay:

The liability of the multimodal transport operator for loss resulting from delay in delivery as per condition 10 above shall be limited to an amount equivalent to the freight payable

for the goods delayed but not exceeding the total freight payable under the multimodal transport contract;

Limit of the right to limit liability:

11. The limits of liability established in conditions 11,12 and 14 above shall not apply if it is proved that the loss, damage or delay in delivery resulted from an act or omission of the multimodal transport operator, or his servants or agents or any other person, or whose services he makes use for the performance of multimodal transport contract;
12. Notwithstanding the provisions 13 (2) above, if it is proved that the loss, damage or delay in delivery resulted from an act or omission of a servant or agent, or any person whose services the multimodal transport operator makes use for the performance of the multimodal transport contract done with the intent to cause loss, damage or delay in delivery or recklessly and with knowledge that such loss, damage or delay in delivery would probably result, the servant or agent shall not be entitled to the benefit of limitation of liability provided for in these conditions.

Delivery non-delivery:

13. If the goods are not taken delivery of by the consignee within a reasonable time after the multimodal transport operator has called upon him to take delivery, the multimodal transport shall be at liberty to cut off the goods in sale custody or, behalf of the consignee, or of the consignor's risk and expense or to place the goods at the disposal of the consignee in accordance with the multimodal transport contract or with the law or with the usage of the particular trade applicable at the place of delivery;
14. If the multimodal transport operator shall be discharged from his obligation to deliver goods, where a negotiable multimodal transport document has been issued in a set of three or more than one original, he, or a person acting on his behalf, has in good faith retained the goods against surrender of one of such originals.

Notice of loss, damage or delay:

15. Notice, notice of loss or damage specifying the general nature of such loss or damage is given in writing by the consignee to the multimodal transport operator at the time of taking over the goods such handing over prima facie evidence of the delivery by multimodal transport operator of the goods described in the multimodal transport document;

Where the loss or damage is not apparent, the provisions of condition (1) referred to above apply correspondingly if notice in writing is given within ten consecutive days after the day when the goods were handed over to the consignee;

(3) If the state of the goods at the time they were handed over to the consignee has been the subject of a joint survey or inspection by the parties or their representatives at the place of delivery, notice in writing need not be given of loss or damage ascertained during such survey or inspection;

(4) In the case of any actual or apprehended loss or damage the multimodal transport operator and the consignee shall give all reasonable facilities to each other for inspecting and laying the goods;

(5) If any of the notice periods provided for in condition (2) and (4) referred to above terminates on a public holiday at the place of delivery, such periods shall be extended upto the next working day;

(6) Notice given to a person acting on behalf of the multimodal transport operator, including any person of whose services he makes use at the place of delivery, shall be deemed to have given to the multimodal transport operator;

Freight and charges :

1. Freight shall be deemed earned on receipt of goods by multimodal transport operator and shall be paid for, in any event;
2. For the purpose of verifying the freight bills, the multimodal transport operator reserves the right to have the contents of the containers, trailers or similar articles of transport inspected in order to ascertain the weight, measurement, value or nature of the goods;

3. Allized taxes and charges levied on the goods and other expenses in connection therewith shall be paid by the consignee or the consignor or the holder of MTD in the owner of the goods;

Containers etc :

1. Goods may be stowed by the multimodal transport operator in containers, trailers, transportable tanks, flats, pallets or similar articles of transport used to consolidate goods and these articles of transport may be stored under or on deck;

(2) If a container has not been fitted packed or stowed by the multimodal transport operator, the multimodal transport operator shall not be liable for any loss or damage to its contents and the consignor shall cover any loss of expense incurred by the multimodal transport operator if such loss, damage or expense has been caused by:

(i) negligent lifting, packing, or storing of the container;

(ii) the contents being unsuitable for carriage in container, or

(iii) the unsuitability or defective condition of the container unless the container has been supplied by the multimodal transport operator and the unsuitability or defective condition would not have been apparent upon reasonable inspection at, or prior to, the time when the container was lifted, packed and stowed.

The provisions of this condition also apply with respect to trailers, transportable tanks, flats and pallets which have not been lifted, packed or stowed by the multimodal transport operator.

(3) The multimodal transport operator does not accept liability for the functioning of receiving equipment or trailers supplied by the consignor;

(4) If, in order to the authorities of any place, the goods have to be unpacked from the container to be inspected, the multimodal transport operator shall not be liable for the loss or damage incurred during the unpacking, inspection or repacking. The multimodal transport operator shall be entitled to recover the cost of unpacking, inspection and repacking from the consignor/consignee;

Hindrance etc, affecting performance:

1. The multimodal transport operator shall use reasonable endeavours to complete the transport and to deliver the goods at the place designated for delivery;

Lien :

The multimodal transport operator shall have a lien on the goods for any amount due under this multimodal contract and for the costs of recovering the same, and may enforce such lien in any reasonable manner;

Limitation of action:

Any action relating to multimodal transport under these conditions shall be time barred. Legal proceedings have not been instituted within a period of nine months after:

(1) the date of delivery of the goods; or

(2) the date when the goods should have been delivered; or

(3) the date on and from which the party entitled to receive has the right to treat the goods as lost;

Surplusation :

In judicial proceedings relating to the contract for multimodal transport document under these conditions the plaintiff, at his option, may institute an action in a court sitting according to the law of the country where the court is situated, as competent and with the jurisdiction of which is situated one of the following Places:

(a) the principal place of business or, in the absence thereof, the habitual residence of the defendant; or

(b) the place where the multimodal transport contract was made, provided that the defendant has more a place of business branch or agency at such place; or

(c) the place of taking charge of the goods for multimodal transportation or the place of delivery thereof; or

(d) any other place specified for that purpose in the multimodal transport contract and evidenced in the multimodal transport document;

General average:

The consignor or consignee, the holder of the Multimodal Transport Document, the receiver and the owner of the goods shall indemnify Multimodal Transport Operator in respect of any claims of the general average nature which may be made on him and shall provide such security as may be required by the Multimodal Transport Operator in this connection.

Arbitration:

The contract evidenced hereby or contained herein shall be governed by and construed according to Indian law. Any difference of opinion or dispute hereunder can be settled by arbitration in India or a place mutually agreed with each party appointing an arbitrator